

DAILY COURIER

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See first column on first page for particulars to be advertised.

LOUISVILLE:
FRIDAY, OCTOBER 15, 1855.

The Jeffersonville Railroad is the direct route between Louisville, St. Louis, Cairo, Kansas, Chicago, Springfield, Decatur and the principal cities in the West and Northwest.

Trains on this route form close connection at Seymour with Trains on the Ohio and Mississippi Railroad, St. Louis and the West, and Cincinnati and the East; also at Indianapolis with the different roads for all places East, West and North.

Only one change of cars between Louisville and St. Louis, Cincinnati or Chicago. Baggage checked to all the principal cities. For time and other particulars examine advertisement in another column of this paper.

Something for Tax-Payers to Think About.
The property of the citizens of Louisville has been assessed this year at nearly \$20,000,000 for city purposes, and at nearly \$50,000,000 for railroad purposes. This is an enormous increase upon the valuation of the same property last year. It is an increase of millions, and not hundreds or thousands. The assessors have valued some property from \$2 to \$30 per cent higher than last year, when it would be difficult to show that it was worth one dollar more, if indeed so much.

As this increased valuation is evidently meant to bring from the people more taxes than could be gotten in an open handed way, it is fitting that those who pay should inquire a little into what is going on. And here at the very start, we are balked in our inquiries, by the want of an auditor's report. The report of our auditor was due on the 10th of last March. Seven months have now expired, and we yet have no exhibit. We know not the condition of the city finances, nor is it possible to ascertain it.

Will not our newly elected Mayor attend to having a report from the auditor? Surely the good and patient people have waited long enough for an exhibit from the auditor. An entire year will soon be lost from our financial history. The people want to know how much the city owes, and to whom she is indebted. They want to know how much is due to the city, and who owes it. They want to know what has become of the money collected of the people by taxation, direct and indirect. In a word, they want an auditor's report that will set forth the true condition of the city's finances.

At this particular time a report from the auditor is essentially necessary to our citizens. Our city fathers have passed an ordinance appropriating \$300,000 to Gov. Helm's Memphis branch railroad. The people are called upon to vote for this ordinance, and if they ratify it, the tax will be increased to \$75,000 per year for four years.

It seems to us, therefore, that sensible men, who are to pay this additional tax, would like to know how old tax accounts stand before they open a new one. They can only know by an auditor's report, or by each man, for himself, looking over the auditor's books. As the auditor is paid for doing this work, he ought to perform it, and let the people have the advantage of the report which will set forth the true condition of the city's finances.

In the absence of a report from the auditor, we shall attempt an estimate of the taxes to be paid this year. The sum is large enough to startle any one except those who never have enough, and are ever crying more, more, more. The account stands about as follows:

All ad valorem tax for 1855.....\$92,292
Railroad tax for 1855.....71,485
Waterworks tax for 1855.....27,859
Gas tax for 1855.....27,550
Total.....\$419,705

To this may be added the sum of \$100,000 paid by particular branches of business for licenses, etc., making the total \$519,705.

This last named hundred thousand dollars goes into the sinking fund. This fund ought to have paid the railroad tax, water tax, and gas tax above named. It was provided by the charter for that purpose. But the sinking fund has gotten into a tangle. It has been drawn on for improper purposes until it is a wreck and a nullity. The railroad tax, water tax, and gas tax above named, amounting in the aggregate to \$127,168, are a mere subterfuge to help the sinking fund to cover wretched financing and legislation.

The sinking fund in these three items alone gains \$63,178. In other words, the sinking fund has had to be increased by special taxation in a sum equal to \$16,178 to meet the interest on the bonds given by the city, the L. & N. R. R., and water works and gas tax. How many other tangents the sinking fund has gone into the Lord only knows, for the auditor won't tell us.

We have therefore gotten the sum total of our taxes for 1855 to the good round sum of \$619,705. This, too, is independent of heavy sums for operating and paying off streets, alleys, etc., etc.—sums which we shall not attempt to enumerate. For this huge sum the ordnance is now asked to vote for adds \$75,000 per year for four years, to enable Gov. Helm to make a branch railroad to the prejudice of the main stem of the L. & N. R. R. This ordinance, if ratified, would raise the sum total of taxes to \$652,705 per year. We may call it in round numbers of \$650,000.

Now this is certainly a formidable sum, and if there is any mistake in arriving at it, the auditor is to blame, from the fact that he won't give us the data upon which to base an estimate. We insist, therefore, upon a report from the auditor. The people are entitled to an exhibit. They want to know how many taxes stand before they open a new one.

If we comprehend the city's tax account with the L. & N. R. R., it is in a tangle, whose complication is only equalled by other incomprehensible expenditures in the conduct of the affairs of the city of Louisville.

We make no charges against anybody. All may be right, but we don't understand certain things, and we want information. We hope that not a single voter in Louisville will think of voting for this ordinance, even if he is in favor of the appropriation, until an Auditor's report is forthcoming, and the financial condition of the city understood. We have been paying taxes in the dark long enough. We now want light, and if the Auditor, who is paid for this light, doesn't give it, we shall attempt to impartially ourselves. We have no notion of voting an additional tax of \$75,000 per year, when we can't see what he goes with taxes previously levied. Let Gov. Helm on the part of the L. & N. R. R., and the Auditor on the part of the city, show how old tax accounts stand, and those who foot the bills will then be ready to talk with these officials about additional railroad taxation.

MACHINIST'S INVENTORY.—The following additions have been made to our stock:

Pearson & Tonic, for case of dentistry, first silver medal.

Mr. Welsh, for oil painting, first silver medal.

Miss Treacher, for portrait, first silver medal.

Mr. Thompson, for portrait, diamonds.

Mr. Clark, for sign painting, second silver medal.

Mr. & Co., for seal engraving and brand cuts, second silver medal.

Mr. Williams, for penmanship, first silver medal.

Mr. Mapother & Co., for lithographic specimen.

Harris & Hall, for amethysts, first silver medal.

Mr. Webster, for spectacles and daguerreotypes.

Harris & Hall, for malachite, second silver medal.

Mr. Clark, for sign painting, first silver medal.

The following were entered for exhibition only:

Mr. Rice, for Portland, for embroidery, etc., honorable mention.

Mr. Murray, for carvings in stone, honorable mention.

Mr. J. Jones, for display or house keeping articles, honorable mention.

LECTURE SATURDAY NIGHT.—The importance of the subject and the acknowledged ability of the lecturer, Prof. Collier, will naturally attract a large audience to hear that gentleman on Saturday evening.

IMPORTANT FROM CHINA.

Arrival in Washington of the Treaty Negotiated by Minister Reed.

INTERESTING DETAILS OF THE NEWS.

WASHINGTON, Monday, October 11.—Dr. C. W. Brady arrived yesterday morning with the Chinese treaty. He also brings a manuscript letter from the Emperor of China, written in two languages, the Chinese and Manchoo. The Emperor leaves China about the 1st of December, for Bombay, and thence to England, where he expects to meet his family.

The autograph letter from the Emperor of China is written on silk, two by seven feet, and elegantly executed.

UNITED STATES STEAMER "MINNESOTA".

Tuesday, July 6, 1852.—On the morning of the 25th our Minister had a parleying interview with the Imperial Commissioners, at the Temple of Zoël, or the Wind God, when he met Kien-kiang. He however, the last time that he saw him, for he had hardly resolved his使命 when a messenger came with an earnest request that he should come to their conference room, where a friendly interview was to be had with the Russian Minister. They were told, in which H. M. I. M. positively rejected several of the most important demands of the English. A few days previous to this, he had been asked to be an extract from it. In this the Emperor made to say that he would "negative with ten thousand voices, any proposition to place a resident Minister in Peking, and that the unrestricted intercourse with the interior could be perfectly secured, by observation of its power in restoring the disordered digestive organs to healthy function. Numerous cases of Dyspepsia, of the most aggravated character, which were abandoned as incurable by some of the medical faculty, have, by the use of this "Elixir" alone, been restored to perfect health, as attested certificates testify.

"You see," said Kwei-lung, addressing himself to the two ministers, "how importantly the English have treated us, and how kindly the Emperor rejects them. Between two our lives are in jeopardy. If we sign a truce containing those concessions, we shall be considered as traitors. If we refuse, and the English force us to do so, we shall be put to death for failing to check their progress. But, for myself, if I must die, I prefer to fall with heads unshamed with the guilt of betraying my country, and of bringing my Emperor into a position that we look for help. Your European nations have always been our friends, and we have just confirmed our friendship by renewing our treaties. We exert you, therefore, to use your combined influence to induce the English to rescind these unreasonable demands. Our every hope depends upon your exertions."

During this speech, the voice of Kwei-lung, enfeebled with age, became tremulous with emotion. A few drops of water fell from his eyes, and a man of a proud empiric suppliant at the feet of baronial Ministers. The latter assumed a temerity of sympathy (what could they less?) but were unable to quench the burning ardor of the Englishman. He was a military chief of the blue-bordered banners, and his bearing on this occasion, was extremely dignified.

From the tone of this interview, I was disposed to believe that he was a man of great energy in his mission, and that he would stand up to his lords with a spirit that would state that he was not afraid to meet them. But, I was greatly mistaken.

I shall continue, sir, to use your Liniment in my practice, and recommend it in the highest terms for the above and many other external diseases. I would further state, sir, I believe that when the real merits and efficacy of your Oriental Liniment is established throughout the United States, all quack medicines that assume and abuse the name of Liniment will be banished.

London ADVICE UNION.—Having the Agency for this city, we can obtain subscriptions by applying at JOHN W. CLARKES' Mortar Hall.

CLARKE'S, Mortar Hall.

NEW BOOKS.

New York to Beldi by Mintrah.

Eastern Cosmology by Lauren P. Hickok.

Vietnam the Empire of Man by Dunlap.

Household Book by Putnam.

History of Civilization in England by Buckley.

Specimens of American Ornament by Specker.

The Philosophy of the Weather.

The Two Sisters by Mrs. Utsworth.

Aunt Fanny's Letters.

Alceola, the Hero Missionary.

Saints & Sinners by George Eliot.

John W. Clarke's Mortar Hall.

SUNDRIES.

50 m. cans "Sutton" Brand;

100 m. cans "Sutton" Brand;

125 Blue Ribon & Rye Whisky;

75 baskets Champagne;

100 boxes Chianti;

100 boxes Sauterne;

2 pheasants in India Whisky;

1 do Scotch do;

1 do Madeira Rum;

1 do Port Wine;

In store and for sale by J. H. SCHREIBER, 29 Wall street.

MORE NEW GOODS.

AT J. SUE'S' VARIETY STORE.

DISSOLUTION.

THE law-partnership of HAGGIN & HARRIS is dissolved, and the firm will be wound up in accordance with the usual forms of procedure.

W. T. HAGGIN, Esq.,

corner of Market and Fourth streets.

SALE.—30 barrels Kanawha Salt in store and for sale by corner of Second and Washington st.

STAR CANDLES.—250 packages whale, half and quarter boxes for sale by GEO. W. MORRIS, No. 40 Third street.

HERRING.—300 boxes No. 1 Herring just received and for sale by GEO. W. MORRIS, No. 40 Third street.

RAISINS.—10 boxes Laver Raisins, new crop;

100 lbs. Laver Raisins;

Landing from steamer Hastings and for sale by G. W. MORRIS, 40 Third street.

CRANBERRIES.—100 lbs New York Cranberries for sale by G. W. MORRIS, 40 Third street.

FISH.—60 half hams Mississ. Trout, Herring, Pickles, Merlins, Ladies Underwear, Clucking Cloths and Veilings, etc., in first rates; a full stock of White and Domestic Goods, Travelling Dress Goods, Cashmere, Linen & Cotton, Silk Robes, of various patterns, and Robe De Soie, for ladies and misses, Cashmere and Heavy Shawls, etc., and various articles.

PICKLES AND CATSUPS.—15 dozen 1 gallon jars Pickles, assorted;

25 do do do do, do;

50 do do do do, do;

100 do do do do, do;

200 do do do do, do;

300 do do do do, do;

400 do do do do, do;

500 do do do do, do;

600 do do do do, do;

700 do do do do, do;

800 do do do do, do;

900 do do do do, do;

1000 do do do do, do;

1200 do do do do, do;

1500 do do do do, do;

2000 do do do do, do;

2500 do do do do, do;

3000 do do do do, do;

3500 do do do do, do;

4000 do do do do, do;

4500 do do do do, do;

5000 do do do do, do;

6000 do do do do, do;

7000 do do do do, do;

8000 do do do do, do;

9000 do do do do, do;

10000 do do do do, do;

12000 do do do do, do;

15000 do do do do, do;

20000 do do do do, do;

25000 do do do do, do;

30000 do do do do, do;

DAILY COURIER

Steamboat and River News.

STEAMBOATS LEAVING THIS DAY.

FOR PARTICULARS SEE ADVERTISEMENTS.

VESTERS, — Cincinnati, N. O.
SAUER, — Cincinnati, N. O.
MINNEOLA, Bay, Memphis.

CHATTANOOGA, — McGeough, St. Louis.

TIME, — Edward, Owensboro.

THE RIVER yesterday at the head of the falls was rising very slowly, scarce two inches in twenty-four hours, with a little over two feet water in the canal by the mark. This makes fully three feet water in canal, and about three feet on the river above, so that the falls weather is clear and quite cool and blustering.

Our dispatches from Cincinnati, on the noon yesterday, report a rise of seven inches in the previous twelve hours, in the river, the river showing swelling to be big Sandy. At Pittsburgh the river was falling, with cool weather.

The southern arrived at Cincinnati yesterday from Wheeling, destined for New Orleans and the Bayou trade. She came to P. Pleasant, drawing \$1 inches, where she discharged a load of freight, completing the trip loaded to 21 inches. She went up the Ohio to the Falls, and thence to Covington 55 tons of wagons, and Wheeling manufacturers. She leaves for the South to-day.

The Camden arrived from Cincinnati, from Big Sandy with salt teams, and returned to Petersburg with a light trip.

The present rise along the lower Ohio, unless supported by a rise from the lower tributaries, which is not likely.

The two steamers will get bold way and keep the Ohio river trade until another and heavier rise comes from headquarters.

The Minnesotan, Capt. Charley Hay, arrived from Cuyahoga Falls, Ohio, yesterday, having a load of salt teams offering no impediment to her progress. The officers report 27 to 28 inches water on the shoal bars, but as the channel has been pretty well cut and dredged, light boats will be able to pass.

The mail company, with its usual energy and determination to accommodate the public and afford the best traveling facilities possible, have determined to start the Superior in the mail line, and will be bound to keep it up for a period long on the track, but the effort will be made and she starts from Cincinnati to day, in place of the steamer, a propeller, which had been added to the mail line last summer.

Now there are fully three feet water in the channel hence to Cincinnati, with a prospect of more.

The Superior will be the mail boat to-morrow, with the Strader's crew.

The steamer which has been chartered by the mail company for the Carrollton trade, has also been withdrawn, and went to Cincinnati last evening. The Emma Dean, returning and rejoining at Jeffersonville, resumes her place in the wharf this evening.

THE HAZEL DELL RAISED AND IN DOCK.—The Hazel Dell, Capt. Reess's boat, which sank at the Haunted House, near Brandenburg, in the lower river, has been raised and is now at the dock, and ready for loading.

WHEELING, Pa., Oct. 14, P. M.—Returns are received from all but eight towns for Congress, and foot up as follows:

John H. Green, anti-Leetown Democrat, .021.

Charles D. Manly Democrat, .. 4,243

IOWA ELECTION.

LOXON, Oct. 14.—In 5 townships in this county Leffingwell, a Democrat, for Congress, had in the election 1,000 votes, or 50%. Daven-

port, 13 Republican majority, on State and Con-

gressional about 350. In Scott county, Bennett,

independent candidate for judge has 22 maj-

ority, and 1,200 minor.

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JOHN W. JONES, Esq., of V.

W. Stevenson, yesterday, for Cairo and the South,

was a crowd of butchers and coopers, en route

for the arrival of Tewksbury Red river.

They are in the market, and Mr. Smith, who is largely

engaged in the cattle trade, and beef packing.

At Pittsburg, there are four new boats

nearly completed.

The late rise has caused the fleet of coal tow boats to be scattered.

The Clara Davis, Arrizola, and Defoe, were

at the landing at Pittsburgh, ready to load for lower ports.

There was a fearful collision on the Louis-

ville and Portland railroad, yesterday morning, involving the loss of one of the engines—a

uncle's leg.

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The Indie Sigo came from Smithland yester-

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She has arrived at the Neutral Dell, but, for a

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